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(ii) **Pisciculture—In reservoirs—**

Fish 140 tons

(iii) **Power—**

Firm energy ... 70,000 K.W.

Installed capacity. 1,80,000 K.W.

(iv) **Drinking water—To towns and villages near the canals.**

(v) **Tourism—Recreational facilities at the different dam-sites.**

RUPEES IN CRORES.

| | | |
|--|-----------------|----------------|
| (vi) Value of extra food and cotton produced per year | | 5.09 |
| (vii) Amount of wealth produced 30 times gross electricity revenue | | 55.25 |
| (viii) Total wealth produced for a year | | 60.34 |
| | | RS. |
| (xi) (a) Net revenue from irrigation | | 27,24,000 |
| (b) Net revenue from power | | 1,54,20,000 |
| (c) Annual revenue | | 1,81,44,000 |
| (d) Direct return | | 5.17 per cent. |

Indirect—

To State—Increased revenue through taxes, postal and rail traffic, saving in food imports, etc.

To people—Better living standards.

APPENDIX VIII

[Vide answer to Starred Question No. 1055 on page 347.]

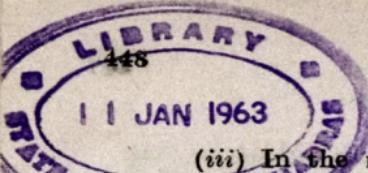
Answer—

(a) The Hon'ble Member is obviously referring to the Betelvine Research Station at Pothanur. This Station has been set up for studying in detail, the various causes, contributing to the spread of the betelvine wilt disease and for devising suitable measures to control it.

(b) The following results have been achieved as a result of the study undertaken in the Station :—

(i) Among the various fungicides tried, Bordeaux mixture was found to be more effective than others in controlling the disease ;

(ii) Drenching the soil at monthly intervals, commencing from the Second month after planting, has given better results as compared with drenching the soil once in two months and once in three months ;



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(iii) In the manurial experiments the incidence of the disease was found more in plots applied with Farm Yard manure. Groundnut cake application recorded the lowest incidence of the disease as compared to other manures.

Further research work, mainly with a view to select disease resistant planting material is being conducted.

(c) The total expenditure incurred so far is Rs. 58,400 roundly.

APPENDIX IX

[Vide answer to Starred Question No. 1070-AA on page 367.]

Instances of refusal to take short distance passengers and of enquiry by drivers about the destination before allowing passengers to get into taxis have been reported. Steps have been taken to deal with such cases. Taxi drivers who refuse to take passengers for short distances are disqualified from driving public service vehicles for a stipulated period. One of the conditions of the permit of contract carriages is that the person in charge of the vehicle shall not refuse to ply for hire at any time when the vehicle is not actually engaged. The permit of the taxi is also suspended for a specific period, if the condition is not adhered to. Existing provisions are sufficient to deal with the taxi drivers who refuse to take short distance passengers.

APPENDIX X.

[Vide answer to Starred Question No. 1070-SS on page 373.]

A brief note on the scope and functions of the Inter Departmental Committee for economy in construction cost of buildings.

The Government have constituted a high level Inter-Departmental Committee with a view to keep a watch on the progress of action towards achieving economies in construction cost of buildings.

The Committee was directed to examine:

(i) the lines of achieving economies in cost of construction with particular reference to

(a) the use of steel, and

(b) the economy of utilisation of land and floor space.

(ii) the present practices in regard to Planning in advance for the procurement of materials, and

(iii) the adequacy of the present system of typed designs and how far they have helped in ensuring economy.

The Committee was also requested to examine the ways and means of overcoming bottlenecks which may exist at present in regard to quick payments and supply of materials to agencies engaged in construction. The Committee was also requested to offer their suggestions on the alternative construction agencies, if any.